

CHAPTER I

LAND USE

The land use analysis examines the pattern of existing development; that is, it examines the extent and location of land developed with various uses. Existing zoning is the implementation tool for land use. Zoning law regulates the permitted uses and densities of all land in the City. The current holding capacity analysis examines the availability of vacant land for various development uses and estimated total development potential under existing zoning.

The land use plan is intended to protect the hillside forests which provide the essential character of the Valley, develop the urban core near major transportation corridors, foster a healthy business community which can provide most of the goods and services for the City and ensure a broadly based housing supply.

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Recommended by Planning Commission to Council January 14, 1993

Accepted by City Council at Public Hearing, April 21, 1993

The Land use Element contains text, policies and a map indicating the planned location, amount and intensity of residential, commercial, industrial, public and open space lands. The stated **land use policies** need to be considered together with the **land use map** to assess the City's intentions for future development and conservation within the community. The land use map implements the goals and policies contained throughout the Scotts Valley Plan.

EXISTING AND FUTURE CONDITIONS

As of 1992, Scotts Valley was well on its way to achieving its goal of a balanced community per the 1986 general plan. The urban forest environment and convenient access to the Silicon Valley created a growth in jobs, shops and services, parks and recreation programs, and housing developments - the basic ingredients of a **balanced community**. An analysis of Scotts Valley's existing land uses provides an insight into those elements of the community which should be preserved and those elements which could be improved to meet the city's goals and policies. The following summarizes existing conditions and future plans for various land uses within the planning area.

Residential Neighborhoods

Residential uses include both single and multiple-family residences, apartments and condominiums and mobile home parks. These lands total 968.9 acres or about 36% of the city area. The development of the densities in the neighborhoods has been guided by the topography, geology, vegetative cover, access to transportation and service facilities. Larger lots with **low densities** have been developed in the hillsides with single family detached homes such as in the **Whispering Pines, Granite Creek and Hacienda/Cadillac neighborhoods**. Higher densities are located on the valley floor close to local shopping, public services and transportation facilities such as the **Blake-Jolley-Trammel Way neighborhood, and projects along Bean Creek Road**. Several mobile home parks with **medium densities** exist in the community such as **Monteville, Spring Lakes, Vista Del Lago, and Mountain Brook**. These parks provide for a variety in housing type and cost: Monteville, Spring Lakes and Mountain Brook are for seniors; Vista Del Lago has recently been converted to a family park.

In 1990, Scotts Valley had 8615 residents, with 3513 dwelling units and a projected population of 15,000 at buildout of the General Plan in the year 2005. With the adoption of a **40 year city redevelopment agency** in 1990 and the **AMBAG housing needs assessment** showing that Scotts Valley needs to have 4883 dwelling units by 1996, the city will re-examine the land use policies and densities as described in the housing element. This re-examination should not adversely affect the single family residential neighborhoods and mobile home parks which are essentially built-out. Additional housing and increased densities would occur in the commercial areas with **mixed use**

projects, **rehabilitation** of existing commercial businesses to include residential uses, **infill** projects on vacant residential parcels, or through **general plan amendments** to the land use map. In 1991, the city adopted a **planned development zone district** which allows projects to be individually designed to meet the needs of the property zoned "PD". This flexibility allows a project to be constructed at the maximum allowable density while taking into account the topography, vegetation, and other constraints to development.

The **street network** plays an important role in the development of the residential neighborhoods. In the hillside neighborhoods, streets are typically narrow to preserve the existing topography and vegetation. These narrow streets, however, prevent residents from using the street for guest parking since emergency vehicles must be able to pass at all times. The absence of streets and adequate access can also prevent neighborhoods from accessing shopping and service areas or other residential areas without traveling with the congestion of the work force. The neighborhoods west of Scotts Valley Drive are an example of this; residents have only one access through the city (Scotts Valley Drive). There is no local street solely for residential traffic; most of the residences are located on narrow, dead-end streets off Scotts Valley Drive. Consequently, there is no defined neighborhood west of Scotts Valley Drive, merely disjointed developments. The circulation element of the general plan addresses this issue. The lack of access also limits development east of Highway 17 along Green Hills Road. The land use designations in this area should retain large lots to limit densities until the mid-town interchange is completed, allowing motorists to access Highway 17 directly. Currently, the only access to Scotts Valley or Highway 17 is at the intersection of Glen Canyon Road and Mt. Hermon Road, which is near capacity.

Residential land uses in the **unincorporated areas** total approximately 1,449 acres, about 51% of the unincorporated land in the planning area. This land acreage is all single-family residential, with the majority of the residences located on large lots.

Industrial, Commercial and Office Developments

Scotts Valley developed significantly in the 1980's towards a **balanced community**, providing retail and service facilities as well as a job base. Approximately 140 acres or about 5% of the city land is designated for commercial uses including shopping centers, service commercial and professional offices. An additional 144 acres (5%) of the total City lands is designated industrial. In the unincorporated area, approximately 240 acres or 8% of the total unincorporated area is designated industrial.

The largest single industrial operation in the planning area is the Kaiser Quarry, located at the western edge of the Planning area, south of Mt. Hermon Road.

The **industrial** areas include Watkins-Johnson, north of Mt. Hermon Road, Borland International, east of highway 17 and north of Granite Creek Road, Technology Circle/Janis Way/El Pueblo between Scotts Valley Drive and Highway 17 along Carbonero Creek. The primary light industrial uses are high tech, computer oriented. Scarborough lumber, garden nursery, and home improvement center is also located in the light industrial area on Janis Way and El Pueblo, along with other building construction and supply facilities and various contractor's facilities. Borland International, a computer software company, is currently the only facility located in the Research and Development land use designation. Borland specializes in writing software for personal computers. The city's sewer treatment plant and corporation yard, located off Lundy Lane is also designated light industrial.

Scotts Village, Scotts Valley Square and Graham Plaza, community commercial **shopping centers**, were developed along Mt. Hermon Road at the southern end of the city. Scotts Valley Junction, also serving the entire community, developed at the northern end of Scotts Valley Drive. The remaining areas zoned for a shopping center in Scotts Valley are located adjacent to Kings Village Shopping Center north and south of Blue Bonnet Lane and portions of the former Skypark airport property.

Service commercial zones have been designated near the highway interchanges and along Mt. Hermon Road and Scotts Valley Drive where the uses can benefit from the access. These commercial areas were intended to rely on customers making trips by car, rather than from being in high volume pedestrian areas such as shopping centers. Along **Mt. Hermon Road**, Pinnacle Pass, a portion of Camp Evers and a portion of the former Skypark airport have yet to redevelop; most of the remaining commercial areas are developed. The service commercial zones along **Scotts Valley Drive**, however, have not developed as expected. The condition of the pavement has deteriorated, lots tend to be small which restricts development possibilities, landscaping and frontage improvements are sporadic and largely nonexistent; redevelopment has yet to occur.

Professional-Administrative offices are designated in the land use plan to provide local employment opportunities for planning area residents. These areas are for administrative, business, and professional offices in which merchandise is not manufactured or sold. Examples of uses in this category are insurance offices; tax consulting services, real estate agencies, banks and other financial and investments services, architects other design professionals, doctors and dentists, attorneys, and similar business and professional offices.

According to city business licenses, in the 1980-81 fiscal year, there were 405 businesses, employing 1540 persons. By July, 1992, there were approximately 580 businesses in Scotts Valley with over 6,300 full and part-time workers. Based upon the 1990 census, an estimated 16% of these workers live in Scotts Valley, 47% lived in the Monterey-San Benito-Santa Cruz tri-county area,

and the remainder commuted from outside the Santa Cruz area. The location of one's place of work compared with their place of residence plays a crucial role in traffic patterns, commuting time, energy consumption, noise and air pollution.

In the future, Scotts Valley is expected to grow to support an employment base of about 12,000, assuming buildout of all lands on the General Plan at maximum densities (Table LU-1, LU-2, and LU-3). These workers will represent a wide range of professional, managerial, clerical and other jobs in a variety of industries.

The **street network** currently limits development of the service facilities and possible job base along Scotts Valley Drive. The Drive is the only access to the industrial areas and commercial properties along the strip. There are few public improvements and the pavement is deteriorated. New businesses are not attracted to the area and commuters must access the industrial area from the north or south part of the city. A mid-town interchange and completion of the Scotts Valley Drive improvements would stimulate development of projects and contribute to the job base. The proposed street system is described in the circulation element of the General Plan.

Public/Quasi-Public Facilities and Open Space Areas

The public/quasi public category includes both public and private educational facilities, emergency services, health care facilities, religious facilities, governmental buildings, cultural facilities, and parks. The senior center, city hall, post office, fire department and water district office are some of the public land uses. These uses total 128 acres within the city, or about 5% of the lands, of which schools make up the majority of the land use. Public and quasi-public uses outside the city limits total approximately 71 acres or about 2.5% of the unincorporated lands.

Open space lands are generally described under one of four categories: areas used for outdoor recreation; areas designated for preservation of natural resources (wildlife habitat, rivers, watershed lands, etc.); areas of managed production of resources (mineral resources, forest lands); and areas where public health and safety hazards exist, such as steep slopes and unstable soil areas. The open space element of the General Plan describes these areas in detail.

Scotts Valley's **parks** are described in the **Parks Master Plan**, adopted by the City Council in 1990, and in the parks and recreation element of this general plan. The goal of the city is to have 3 acres of active park land per 1,000 population. This would total 45 acres at buildout. The Parks and Recreation Commission continue to analyze the various neighborhoods by surveying the residents, examining vacant lands, and recommending amendments to the Parks Master Plan in order to provide an adequate system of parks for each neighborhood as well as community parks throughout the city. The city will continue to

acquire and improve its parks through its park dedication ordinance as well as requiring the provision of private open space within residential developments to serve the needs of the residents of specific projects.

Wildlife habitat, rivers, and watershed lands designated for preservation of natural resources as well as the **forest lands and mineral resource areas** are described in the Open Space and conservation element of this general plan. The Safety element shows areas where **public health and safety hazards** exist due to unstable soil areas, fault zones, floods, etc. These areas will be designated open space during the development review process. **The ridgelines** along the east and west sides of the valley are characterized by scattered low density, single family residential development of mostly steep and wooded hillsides. These ridges are of special concern to valley residents because of their prominence, steep terrain and wooded vegetation, all visible from the valley floor.

Agricultural land uses in the unincorporated planning area of Scotts Valley represent the second largest land use. In 1986, 469.3 acres (about 16.5% of the unincorporated area) were devoted to grazing, farming, animal husbandry, and other related agricultural uses. The major agricultural land use areas were located on the east side of Highway 17, along the northern boundary of the Planning area, and north of the former Skypark Airport.

GENERAL PLAN LAND USES

The General Plan establishes sixteen **land use categories** with which development must be consistent. The "**General Plan Land Use Map**" indicates the general location of these land uses within the Planning Area. If a project is proposed which is inconsistent with the General Plan Land Use Map, the owner of the property may apply for a **General Plan Amendment**. The City Council must be able to make a specific finding that the proposed amendment to the General Plan is in the public's interest or deny the amendment. Amendments to each required General Plan element are allowed up to four times per year.

The **zoning process** consists of the rezoning of lands within the incorporated City limits (or the pre-zoning of property proposed for annexation) from one zoning district to another. The rezoning of property directly implements the land use designations as shown on the Land Use Map since, by state law, the rezoning of property must be consistent with the General Plan.

Zoning applications are reviewed by various City departments for consistency with City Council and General Plan policy, as well as to identify specific public improvements and requirements such as streets, storm and sanitary sewer and street lights. Review by other public agencies is also incorporated in the zoning process as appropriate.

Zoning changes take two forms: **conventional zoning** and **Planned Development** overlay zoning. Conventional zoning districts contained in the City's Zoning Ordinance include a range of allowed land uses, development intensities and standards within the major land use categories: residential, commercial and industrial, together with zoning districts for other land uses such as Public/Quasi-Public and Open Space. The various ranges of allowed use and development intensity correspond generally to the respective General Plan land use designations, thereby allowing the application of a zoning district to a property which implements the land use intended by the General Plan.

Planned Development zoning reflected in a General Development Plan and adopted by the City Council provides the means to tailor zoning regulations and to apply specific standards for the development of a particular site. This process enables the City Council to consider the unique characteristics of a site and its surroundings to better implement the citywide objectives, goals and policies of the General Plan and to provide site-specific development standards. Anytime Planned Development zoning is utilized, the standards established for the zoning district which reflects the General Plan designation are tailored as part of a General Development Plan. Tailored zoning regulations include, but are not limited to, site intensities, location, height, coverage and appearance of structures.

The second phase of a Planned Development zoning process, the Planned Development permit, is a site/architectural permit which implements the approved Planned Development overlay zoning of the property.

There are seven **residential categories** in the land use plan, with various population and dwelling unit densities as shown in table LU-1. Development at the designated densities will achieve the buildout population of 15,000 while preserving the hillsides and open spaces discussed in the other elements of the general plan. The population density figures are based on the 1990 census information of 2.5 persons per household average in Scotts Valley.

TABLE LU-1 - RESIDENTIAL DENSITIES

<u>Residential Category</u>	<u>Allowable Density</u>	<u>Population Density</u>
High	9-15 units/acre	22.5-37.5 psn/acre
Medium High	5-9 units/acre	12.5-22.5 psn/acre
Medium	2-5 units/acre	5-12.5 persons/acre
Low	2 units/acre	5 persons/acre
Estate	1 unit/acre	2.5 persons/acre
Rural	1 unit/2.5 acres	1 person/acre
Mountain	1 unit/5 acres	.5 persons/acre

In the **commercial and industrial zones**, the following maximum building coverage and height limits are established, in order to control the impacts of development on the environment:

<u>Category</u>	<u>Bldg Coverage</u>	<u>Max Height</u>
Professional Comm	35%	35'
Service Comm	45%	35'
Shopping Center Comm	35%	35'
Light Industrial	50%	35'

The following description of various land use designations will be further refined in the zoning ordinance and through implementation of the policies and actions of the general plan.

Professional Commercial - administrative, business, and professional offices in which merchandise is not manufactured or sold. Examples of uses in this category include insurance offices; tax consulting services, real estate agencies, banks and other financial and investment services, architects and other design professional, doctors and dentists, attorneys, and similar business and professional offices.

Service Commercial - retail stores and shops, food and motel/hotel establishments, services such as printing shops and electrical repair shops, heating and ventilating shops. High density residential is conditionally permitted, providing adjacent uses are compatible and the residential use is secondary to the retail use.

Shopping Center Commercial - retail and service establishments for the development of community and/or regional shopping centers. Examples of uses in this category would include stores, shops, and offices included in the professional office and service commercial categories, providing adjacent uses are compatible.

Light Industrial - industrial and industrial related land uses are neither commercial/retail nor residential, but may create noise, odor, dust, glare, traffic, or impacts on the aquifer and/or air quality. Planning review shall assure that activities conducted on property do not unreasonably interfere with the character of adjoining land uses. There are two kinds of light industrial uses: Class 1 and Class 2.

Class 1 - land uses allowed in Class 1 shall be those that, because of their benign nature, do not expose the environment to hazard. This category could include research and development, building construction and supplies, warehousing of non-toxic materials, mechanical assembly of electronic or mechanical goods, testing, occasional "touch-up" and repair soldering, machining of wood or metals without toxic cleaners, and processing and packaging of components and finished materials. This list of examples is not inclusive of all types of industrial in Class 1. The key element is that neither toxic materials are used in manufacturing a product, nor does any process involve a change of phase/state of any material in significant quantities.

Class 2 - when the light industrial land user requires the use of toxics or involves a change of phase/state of any material in their processing, the user must obtain a Conditional Use Permit to ensure that the health, safety and welfare of adjoining land uses and the City are protected. Examples of these uses include the production of printed wiring boards, most semi-conductor processes, and wave or re-flow soldering. Under the conditional use permit process, any impact normally addressed by this process may be examined, as well as methods of handling hazardous materials and protection of the aquifer and air quality.

Heavy Industrial - industrial and industrial related uses which, because of their operations, may not be compatible with residential and commercial categories. Because of their potential to create traffic impacts, undesirable noise, odor, vibration, glare, and/or heat, land uses in this category may require special mitigation measures such as buffering from adjacent land uses. Examples of land uses include but are not limited to lumber processing; production of food and kindred products; milling of wood, heavy machinery and equipment; manufacturing of chemicals; mining and quarrying of minerals.

Public/Quasi-Public - public and private educational facilities, emergency services, health care facilities, religious facilities, governmental buildings, and cultural facilities.

Open Space - areas for the conservation of the community's natural or scenic resources. Appropriate open space areas include wetlands and open water, plant and wildlife habitats, timber production zones, farmlands and grazing areas, and park and recreational areas.

Special Treatment Areas - The Special Treatment Area ("STA") overlay designation is established for areas where planned developments or some form of special treatment is required to allow future development. Bethany College ("BCSTA"), the mid-town interchange ("MTISTA"), Camp Evers ("CESTA") area and Mt. Hermon Road near Highway 17 ("MHRSTA") are designated special treatment areas.

The BCSTA is approximately 80 acres in size with approximately 26 acres of buildable area. The area is located at the northern portion of the City, west of Highway 17. The area is bordered on the west by Bethany Drive/Bethany Way and on the east by Scotts Valley Drive. The center portion of the BCSTA includes parcels around Gaston Circle. Buildable areas are those areas where the slopes are generally less than 10%. Development has already occurred to some extent in the buildable areas. The sole access to the Bethany area is via Bethany Drive. Most of the built and buildable areas of the existing college lie in the narrow valleys between the hills at elevations of 800 to 850 feet. Development includes single family dwellings, student housing, a new 15,000 square foot office building, child daycare center, church, gymnasium, and other college related buildings and uses. Approximately 16 lots are developed with single family homes under separate ownership from the college. These single family homes under separate ownership from the college will be permitted additions or modifications to the existing structures based upon zoning regulations applicable to the R-1-10 zoning district. The remaining properties in the BCSTA will be developed under the Planned Development zoning regulations. The land use for these properties in the BCSTA will reflect a mix of commercial, residential, park, and open space designations similar to the existing campus in order to minimize traffic impacts and disruption to the surrounding residential neighborhood.

The MTISTA includes properties east and west of State Highway 17, located half way between the Granite Creek and Mt. Hermon Road overpasses. The Circulation element proposes a new interchange to be developed in this area within the next 5-15 years to provide direct access to Green Hills Road and alleviate congestion on Mt. Hermon Road and Scotts Valley Drive. The current access to properties on Green Hills Road is from Mt. Hermon Road to Glen Canyon Road to Green Hills Road. Access from the north is barricaded for emergency access only. Future development of the vacant properties on Green Hills Road must include design and development of an alternative access to

alleviate the congestion on Mt. Hermon Road and Glen Canyon Road. Land use designations for the properties in the MTISTA will not be changed until the mid-town interchange is ensured.

The CESTA includes properties along Scotts Valley Drive, beginning at the intersection of Mt. Hermon Road. Camp Evers Shopping Center and adjacent properties on Bean Creek Road, the Middle School and Forest Hills Mobile Home Park are present uses on the northwest side of Scotts Valley Drive. The CESTA extends to Quien Sabe Drive on the southeast side of Scotts Valley Drive; the properties are designated service commercial and are vacant with the exception of apartments at the corner of Quien Sabe and Scotts Valley Drive. The purpose of the CESTA identified on the Land Use Map is to plan the circulation and land uses to take effect when the Scotts Valley Middle School relocates and Bean Creek Road is realigned. Prior to any development in the CESTA, a circulation and land use plan for buildout of the CESTA must be approved by the City Council.

The MHRSTA includes properties fronting Mt. Hermon Road on the east between State Highway 17 and Glen Canyon Road. The purpose of the MHRSTA is to develop a plan coordinating circulation and land uses for all the properties to limit ingress and egress along Mt. Hermon Road. The plan should consider construction of an access road to reduce vehicular conflict; the plan should provide rear access across a bridge from Glen Canyon Road to provide properties in the MHRSTA with access to Glen Canyon Road.

No new land use designations are proposed in this General Plan; they remain the same as the 1986 General Plan. The lowest residential densities are maintained in the hillsides by designating the land rural and mountain residential. The highest residential densities are located along transportation corridors where services are available. Almost all of the industrial areas are developed; no new areas are being proposed for industrial designation. Areas designated Open Space have been expanded to include the parks described in the Parks Master Plan.

HOLDING CAPACITY

Holding capacity is the maximum development of a community that can be accommodated if all land uses shown on the General Plan Map were to be built. Any amendments to the General Plan Map will, in turn, affect Scotts Valley's holding capacity. Capacity is expressed in terms of population, housing units, square footage and jobs at **buildout**, in the year 2005 or beyond.

If all the **residential land** shown on the General Plan Map were built out, Scotts Valley would contain approximately 6,500 housing units which would support a residential population of about 15,000 persons.

This holding capacity estimate assumes that residential land uses are built to maximum densities, and household size will remain at 2.5 persons per household. Adding the dwellings in the unincorporated planning area, the population in the planning area in the year 2005 would be approximately 16,000.

If all the industrial, commercial, office and other **employment generating land** in the incorporated areas were built out, Scotts Valley would contain approximately 6.2 million square feet of building floor area - enough to support about 12,000 jobs. This holding capacity estimate assumes that employment generating uses are built at maximum densities, and employment growth will continue at approximate current rates. Table LU - 3 summarizes the number of acres of each land use designated within the Scotts Valley city limits.

TABLE LU - 2
VACANT
RESIDENTIAL LAND* - OCTOBER 1992

<u>Land Use</u>	<u>Zoning</u>	<u>Gen Pln Range</u>	<u>Total Vacant Acres</u>	<u>Number of New Dwelling Units At Buildout</u>
Mountain	RMT-5	1/5	25	5
Rural	RR 2.5	1/2.5	203	82
Estate	R-1-40	1/acre	46	46
Low	R-1-20	2/acre	71	142
Medium	R-1-10	2-5/acre	91	182-455
Med High	RM-6 RM-8	5-9/acre	25	125-225
High	RM-15	9-15/acre	12.8	115-192
T O T A L			473.8	697-1,147

*Includes properties with no improved value from Tax Assessor, plus Skypark property within City limits.

TABLE LU - 3
HOLDING CAPACITY - OCTOBER 1992

<u>Category</u>	<u>Existing</u>	<u>Underdeveloped or Vacant</u>	<u>Maximum Potential</u>	<u>Holding Capacity</u>
Single Family Residential	4,139 units*	586 acres	930 units	5,069 units
Multiple Family Residential	826 units**	38 acres	417 units	1,243 units
Commercial	2,000,000 Square Ft	90 acres	1,400,000 Square Ft	3,400,000 Square Ft
Industrial	2,700,000 Square Ft	6 acres	120,000 Square Ft	2,820,000 Square Ft

* California State Department of Finance, January 1992 (3,732 dwelling units); includes Glenwood-276 units, Heritage Parks-81 units, and Green Hills Estates-50 units.

** Includes Alpine Terrace-29 units (California State Department of Finance - 797 dwelling units).

TABLE LU - 4
DEVELOPMENT POTENTIAL - UNINCORPORATED PLANNING AREA

<u>Category</u>	<u>Existing Dwelling Units</u>		<u>Potential** Dwelling Units</u>	<u>Holding Capacity</u>
Residential	689*	+	188	877

*Based upon properties with improved values from 1992 tax assessments (\$1,500 +).

**Ron Powers, Santa Cruz County Planning, November 1992 (105 DU plus 83 DU Skypark property in Santa Cruz) (11.5 acres/RM6000)

Another source of potential residential development is the vacant service commercial zones. With the emphasis on providing housing along transportation corridors, the increasing scarcity of vacant land and the zoning regulations which allow mixed uses, the City expects to see multi family units developed in the service commercial zones. The most recent developments have averaged 9 dwelling units per acre. With approximately 42.5 acres of vacant service commercial land, an estimated 382 dwelling units could be constructed.

POPULATION AND EMPLOYMENT PROJECTIONS

Residential growth in Scotts Valley has averaged 3.11% between 1960-1990. Assuming this rate of growth will be sustained, projections of population growth can be made to buildout of the General Plan. A population of 13,639 will be reached by the year 2005 and 15,000 holding capacity by the year 2008. The Association of Monterey Bay Area Governments projects a similar population of 15,200 several years later, in 2015.

Employment growth in Scotts Valley has been estimated based upon past growth in city business licenses. Based upon a 7.7% annual employment growth between 1982 and 1990, Scotts Valley will have a projected job base of 8916 by the year 2000. At buildout, the projected job base would be approximately 12,000 employees. Table LU-5 shows this calculation.

TABLE LU - 5
PROJECTED EMPLOYMENT AT BUILDOUT

	<u>Potential Sq Ft</u>	<u># Employees</u>
Commercial Zones*	1,400,000	3,920
Industrial Zones**	120,000	329
1992 Employment		6,300
Borland, Phase I & II		1,800
		12,349

* 2.8 persons/1,000 sq ft ITE, 1991, Average General Office, Single Tenant and Specialty Retail.

** 2.74 persons/1,000 sq ft ITE, 1991, Average Business Park and R&D.

THE RELATIONSHIP OF JOBS AND HOUSING

The relationship between jobs and housing is a complex and often misunderstood issue which affects all communities. Workers choose jobs and residential locations based on a variety of personal, financial and locational factors, not simply on the basis of commute area. A certain percentage of workers will choose to live great distances away from their place of employment. The essence of the jobs/housing issue is to recognize these different types of **commute behavior** and provide adequate housing opportunities within the commute area desired by each group of workers.

Planning to accommodate this diversity of commute patterns involves identifying and providing for employment generated **housing needs**. From a practical perspective, fulfillment of this responsibility is a regional concern which must allow for locational differences and varying needs among communities within the larger commute distance. To date, the balance of jobs/housing/employment throughout the region has not been analyzed. The Draft Congestion Management Program of the Santa Cruz County Regional Transportation Commission and LAFCO have alluded to such an analysis but neither has progressed with developing region-wide information. Scotts Valley will continue to assess land use patterns based upon reducing single occupancy vehicles, providing its fair share of regional housing and providing jobs, housing, and services for its residents.

LAND USE

GOAL
LG-1 TO PROMOTE A RANGE OF LAND USES TO ENSURE A BALANCED COMMUNITY.

LO-2 Objective
To designate a variety of residential uses.

LP-3 Policy
The City shall promote the availability of adequate sites for a variety of housing types and densities consistent with Housing Element goals and environmental constraints.

LA-4 Actions
The Planning Director shall maintain a map of available residential land uses and shall provide an annual report to the City Council on the availability of housing sites to meet all City needs.

LA-5 The City shall redesignate, as appropriate, non-residential land uses for residential use to meet the identified housing demand if the report of the Planning Director so justifies it.

LA-6 When identifying and zoning available housing sites, utilize AMBAG, State Department of Finance, and any other agency housing data base information as reference to help to determine short-term and long-term housing type and density needs.

LA-7 Zone vacant infill sites at densities sufficiently high to encourage development, while respecting the character of surrounding uses.

LA-8 Zone highest densities along transportation corridors.

LA-9 Retain Planned Development zone in the municipal code to allow flexibility in residential development.

LA-10 ~~Require the 16.5 acre sand quarry site west of Scotts Valley Drive opposite El Pueblo Road to be developed as a planned development to ensure maximum aquifer recharge, hillside stabilization, appropriate circulation, and conservation of the open space in the redwoods at the rear of the site.~~ (Deleted 5/2, 27 by City Council Resolution 1119.15)

Actions

- LA-11 Amend the Zoning Ordinance to allow residential mixed use projects such as daycare, neighborhood retail, and businesses as long as the uses are compatible with residential use.
- LA-12 The Bethany College area shall be designed as a special treatment area. All future development of the Bethany College area shall be reviewed and considered under the planned development zoning regulations.
- LA-13 Implement the land use policies and site design solutions embodied in the Glenwood and Skypark specific plans through rezoning, discretionary permits and approvals. Nothing contained in the General Plan shall be interpreted as inconsistent with the Glenwood or Skypark specific plans as they may be amended from time to time or readopted in an amended form.

Objective

- LO-13.1 Ensure that residential developments maintain the City's aesthetics. (*Reso 1119.15*)

Policy

- LP-13.2 Public art, consistent with the urban forest concept or adopted design guidelines, should be incorporated into residential projects where feasible. (*Reso 1119.15*)

Action

- LA-13.3 Subdivisions or multiple family development of greater than four residential units should incorporate artistic elements and/or treatments into structures, landscaping, common areas, or open spaces, as approved by the City. (*Reso 1119.15*)

Policy

- LP-14 In areas where the existing lot pattern or size makes development difficult, the City shall encourage lot consolidation to provide larger sites or alternative patterns for residential development.

Action

- LA-15 Identify those areas where lot consolidation would provide sites more suitable for residential development. Acting as the Redevelopment Agency, develop a program to encourage lot consolidation in identified areas in order to promote planned development.

Objective

- LO-16 Provide for residential densities consistent with slope conditions.

Policy

- LP-17 Land use densities should decrease with increasing land slope.

Actions

- LA-18 The City shall amend the Zoning Ordinance to encourage construction on the flat or gently sloped areas of a parcel and discourage construction on steeper slopes.

- LA-19 Those areas of a parcel with slopes of less than 25% could be considered for construction consistent with sound development and planning principles.
- LA-20 Land sloped 25% or greater may be considered for a "density transfer" requiring the steeper slopes to be preserved with no disruption and "transferring" the units that would be allowed on the slopes of 25% or greater for construction on the more level portions of the parcel, if these portions are otherwise suitable for higher densities.
- LA-21 Land over 40% slope shall be preserved as open space, with no construction of any kind. During the development of the site the density for the 40% slopes transferred for construction in the areas with a slope of less than 25% if these areas are otherwise suitable for higher densities.
- LA-22 Any density transfer developments may be pursued under the planned development ordinance.
- LA-23 Tree covered slopes, no matter what the percent of slopes, should be preserved to the maximum extent possible.
- LO-24 Objective
Ensure compatibility between residential development and surrounding land uses.
- LP-25 Policy
The City shall prohibit new land use activities within and in close proximity to residential zones that generate undesirable impacts which cannot be mitigated.
- LA-26 Action
Through the environmental and permit review process, the City shall identify projects which could impact residential zones in a negative manner, and if such impacts cannot be mitigated, the City shall deny the project.
- LO-27 Objective
Provide sufficient acreage to promote planned commercial development.

Policy
LP-28 The City shall promote availability of commercial sites to accommodate a mix of professional office, service commercial, and shopping center developments consistent with the environmental, service, and economic goals of the City.

Actions
LA-29 Maintain a map of vacant land and land that could be redeveloped that is available for commercial development. Update the map once per year and make it available to developers.

Policy
LP-30 In areas where the existing lot pattern or size makes development difficult, the City shall encourage lot consolidation in order to promote planned commercial development.

Action
LA-31 Identify those areas where lot consolidation would provide sites more suitable for commercial development. Acting as the Redevelopment Agency, develop a program to encourage lot consolidation in identified areas in order to promote planned development.

Objective
LO-32 Ensure that commercial developments maintain the City's aesthetics.

Policy
LP-33 Commercial developments shall be designed and screened in an attractive manner and thereafter maintained so as to integrate the entire development visually with the overall natural beauty of the Planning Area.

Actions
LA-34 Commercial development shall be conditioned to install landscaped areas on no less than 10% of the total site area. Landscape maintenance agreements shall be made a condition of permit issuance. This shall be added to the Design Review Guidelines

LA-35 The City's Mission Statement describing the character of the City and design standards associated with that character shall be incorporated into the Design Review Guidelines. The Design Review Guidelines shall be approved by the Council and Planning Commission.

LA-36 The City shall pursue a program of amortization and require abatement of those signs not in conformance with the ordinance.

Policy

LP-36.1 Commercial development should include public art. (*Reso 1119.15*)

Actions

LA-36.2 Commercial development should incorporate artistic elements and/or treatments into the architecture, landscape design, and infrastructure where appropriate. (*Reso 1119.15*)

LA-36.3 Public art shall become part of the design review guidelines and made available to developers, architects, landscape designers, city committees and commissions. All public art shall be reviewed by the Planning Commission. (*Reso 1119.15*)

Objective

LO-37 Ensure compatibility between commercial development and surrounding land uses.

Policy

LP-38 Land uses located adjacent to commercial uses should be protected from excessive noise, unsightliness, offending odors and other nuisances.

Actions

LA-39 Amend the Zoning Ordinance to encourage transportation management, trip reduction and alternative transportation in all new commercial development.

LA-40 Mt. Hermon Road from Highway 17 to the Glen Canyon Road intersection should be treated as a special treatment area.

LA-41 During the environmental and development review process, identify potential impacts that commercial developments will have on other community land uses. Require mitigation of such impacts.

LA-41.1 Require the 16.5 acre sand quarry site west of Scotts Valley Drive opposite El Pueblo Road to be developed as a planned development to ensure maximum aquifer recharge, hillside stabilization, appropriate circulation, and conservation of the open space in the redwoods at the rear of the site (*Reso 1119.15*)

LA-42 No new construction shall occur within the Camp Evers special treatment area until review and approval of a circulation plan coordinated with neighboring land uses has occurred.

LA-43 Lighting of commercial areas shall be carefully controlled to the extent necessary for security, safety and identification without interfering with adjoining land uses. Lighting shall be directed away from public rights-of-way and adjacent residential land uses. Include these requirements in the Design Review Guidelines.

LA-44 New commercial developments shall be required to provide to the City a trip generation and distribution analysis as part of the project plans. The City should review and evaluate this analysis for impacts to residential zones.

Policy

LP-45 Commercial land uses should be concentrated along the urban core of the City.

Objectives

LO-46 Provide appropriate space within the Planning Area for light industrial development.

LO-47 Ensure that industrial developments maintain the City's environmental quality.

Policy

LP-48 All industrial uses shall be low potable water users and low waste water generators.

Actions

LA-49 Through the environmental review and permit process, determine the water demand and sewage generate rate for proposed industrial developments.

LA-50 The City shall build a tertiary wastewater treatment plant and where feasible, reclaimed water shall be used for all landscaping and industrial processes.

LA-51 All industrial development shall be required to maximize their use of water-conserving plumbing fixtures. The City shall ensure compliance with State mandated water conservation regulations.

Policy

LP-52 Industrial land use which generates pollution in excess of local standards shall be required to mitigate such generation to an acceptable level.

Action

LA-53 Review industrial land use for pollution hazards. Require industrial land uses to meet emission standards as administered by such regulators as Monterey Bay Unified Air Pollution Control District, Hazardous Materials Officer, and Regional Water Quality Control Board.

Policy

LP-54 Industrial structures and all other site improvements shall be designed to blend with the physical surroundings.

Actions

- LA-55 All new industrial developments or expansions of existing industrial land uses must be designed and sited consistent with the City's Mission Statement and be reviewed and approved by the Planning Commission for design review prior to final project approval.
- LA-56 Industrial development shall be conditioned to install landscaped areas on no less than 10% of the total site area. Landscape Maintenance Agreements shall be made a condition of permit issuance. This shall be included in the Design Review Guidelines.

Policy

- LP-56.1 Industrial structures and site improvements should include artistic elements and/or treatments into the architecture, landscaping design and infrastructure, where appropriate. All public art shall be reviewed by the Planning Commission. (*Reso 1119.15*)

Objective

- LO-57 Ensure that industrial areas are compatible with and do not adversely impact surrounding land uses.

Policy

- LP-58 The City shall require buffers and landscaping in industrial developments to ensure compatibility with adjacent land uses and mitigate any potential adverse impacts.

Actions

- LA-59 During the environmental and development review processes, identify potential impacts that industrial developments will have on other community land uses. Require mitigation of such impacts.
- LA-60 Lighting of industrial areas shall be carefully controlled to the extent necessary for security, safety and identification without interfering with adjoining land uses. Lighting shall be directed away from public rights-of-way and adjacent residential land uses.

Policy

- LP-61 Industrial uses shall not be located or established so as to increase traffic in surrounding residential areas.

Actions

- LA-62 New industrial developments shall be required to provide to the City a trip generation and distribution analysis as part of the project plans. The City should review and evaluate this analysis for impacts to residential zones.

LA-63 Amend the zoning ordinance to encourage transportation management, trip reduction and alternative transportation in all new industrial development.

Policy

LP-64 Industrial uses should be well served by major roads and should have relatively direct access to the freeway.

Actions

LA-65 The City will continue to work with CALTRANS and property owners to develop a mid-town interchange from the industrial area to Green Hills Road.

LA-66 The mid-town interchange shall be included in a special treatment area to ensure that development of properties on Green Hills Road have direct access to Highway 17 prior to any construction. After ensuring the development of the interchange, land on the eastern side of Highway 17 may be redesignated for more intense use.

Objective

LO-67 Provide coordinated, ongoing planning for public and quasi-public service facilities.

Policy

LP-68 The City shall designate areas for new public and quasi-public facilities and accessory facilities commensurate with the identified need. These facilities shall be conveniently located in or near the areas where they are intended to serve.

Actions

LA-69 The City shall develop an annual report on the status of public and quasi-public services and facilities within the City. The report shall identify the need for new City facilities based on existing and anticipated demand and set forth an acquisition and funding program. Acquire private lands as necessary to develop new facilities.

LA-70 Work with utility providers to identify future utility expansion needs. Obtain easements from property owners to extend private utilities and/or promote cooperation between utility providers and property owners for the purpose of acquiring easements or rights of way for utility expansions.

Objective

LO-71 Ensure the comprehensive and long-range preservation and conservation of open space land.

Policy

LP-72 Preserve open space areas for protection of public health and safety, provision of recreational opportunities, and protection of natural resources.

Actions

LA-73 The City shall require new residential developments to dedicate park land and/or to contribute park in-lieu fees to the City that enable the purchase of additional park land, or to provide recreational facilities, or to maintain existing parks consistent with the Parks Master Plan.

LA-74 The City shall encourage clustering of structures to maximize the usable or preserved open space in or adjacent to developments.

LA-75 **Except where identified as a required circulation improvement in an adopted Specific Plan, during redevelopment review, hillsides with 40% slope or more shall be left undisturbed and undeveloped after project is complete.*

LA-76 During the environmental review and permit process, the City shall identify potential open space and recreation resource demands created by new commercial and industrial developments and require such developments to provide on-site open space and/or landscaped areas to satisfy that demand. This shall be accomplished through site planning and design methods, such as clustering, building coverage limitations, providing landscaped areas, or any other method deemed appropriate by the City. All on-site open space areas shall be maintained by the landowner. As an alternative to providing on-site open space and recreation, the development may participate with adjacent or neighboring developments to create a common-use recreational facility.

LA-77 Maintain riparian corridors as open space.

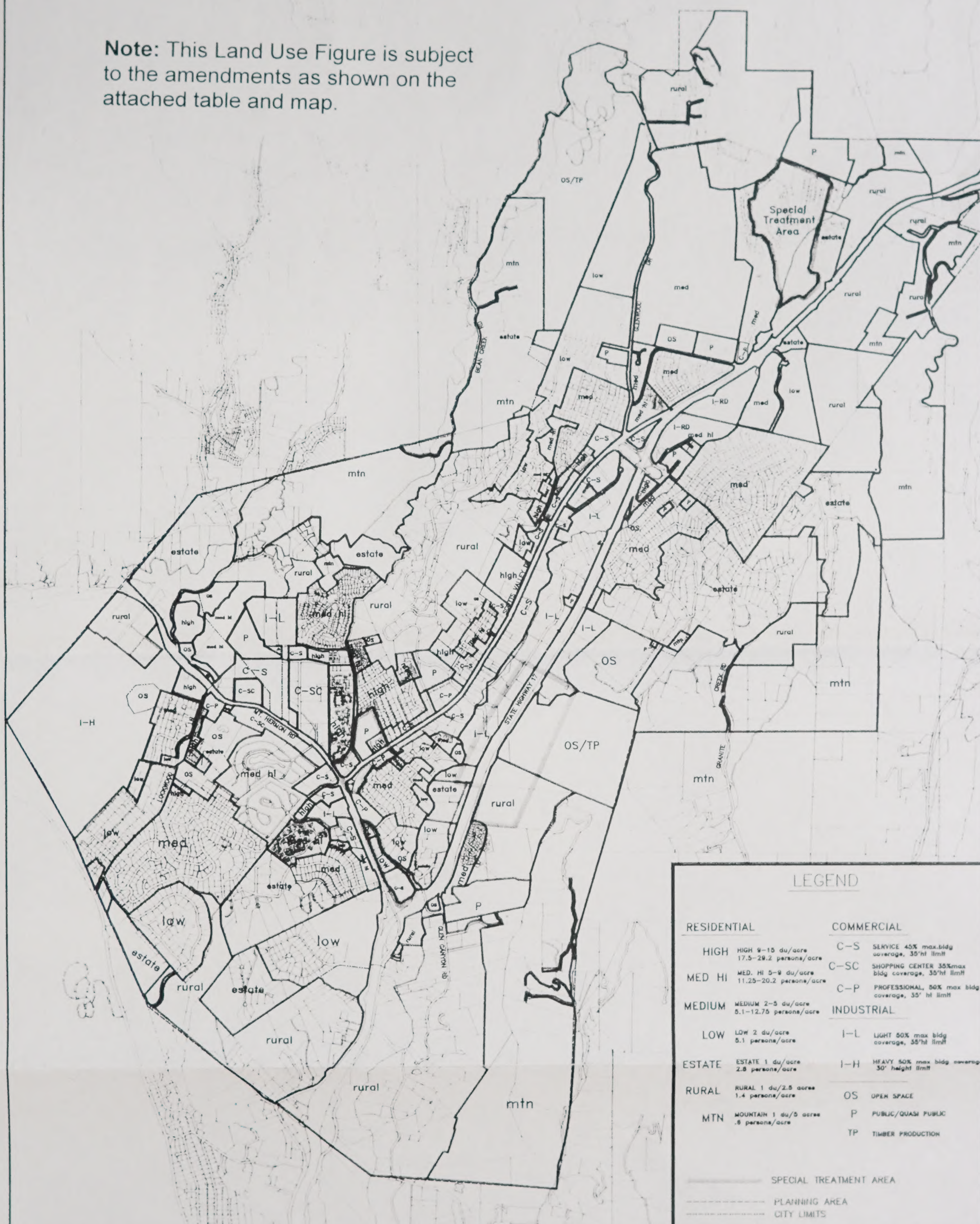
LA-78 During development review, consider habitat migration paths and corridors and provide protection as appropriate.

- LA-79 As part of the environmental review process for new developments, identify native plant communities or rare or endangered species habitats that would be significantly adversely impacted. Where appropriate, designate those areas as open space.
- LA-80 Zone existing and proposed City parks as open space, consistent with the Parks Master Plan.
- LA-81 Prominent Ridges and Features identified in figure OS-1 of the Open space and Conservation Element of the General Plan shall be designated open space during development of the sites.
- Objective
- LO-82 Ensure development of the Glenwood Estates and Skypark properties in accordance with their adopted Specific Plans as they may be amended from time to time.
- Policy
- LP-83 Nothing contained in the General Plan shall be interpreted as inconsistent with the Glenwood Estates or Skypark Specific Plans as they may be amended from time to time or readopted in an amended form.
- Action
- LA-84 Implement the land use policies and site design solutions embodied in the Glenwood and Skypark Specific Plans through rezoning, development agreements, and discretionary permits as approved by the City Council, and consistent with the environmental analysis and mitigation measures set forth in the certified Final and Supplemental EIR's affecting each property, as deemed appropriate by the Council.

W:\genplan/gen-pln

**Updated 10/25/99 per City Council Resolution No. 1549.3*

Note: This Land Use Figure is subject to the amendments as shown on the attached table and map.

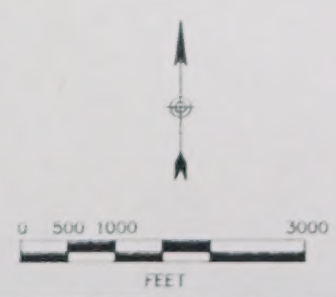


LEGEND			
RESIDENTIAL		COMMERCIAL	
HIGH	HIGH 9-15 du/acre 17.5-29.2 persons/acre	C-S	SERVICE 45% max bldg coverage, 35' ht limit
MED HI	MED. HI 5-9 du/acre 11.25-20.2 persons/acre	C-SC	SHOPPING CENTER 35% max bldg coverage, 35' ht limit
MEDIUM	MEDIUM 2-5 du/acre 5.1-12.75 persons/acre	C-P	PROFESSIONAL, 50% max bldg coverage, 35' ht limit
LOW	LOW 2 du/acre 5.1 persons/acre	INDUSTRIAL	
ESTATE	ESTATE 1 du/acre 2.5 persons/acre	I-L	LIGHT 50% max bldg coverage, 35' ht limit
RURAL	RURAL 1 du/2.5 acres 1.4 persons/acre	I-H	HEAVY 50% max bldg coverage, 30' height limit
MTN	MOUNTAIN 1 du/5 acres .6 persons/acre	OS	OPEN SPACE
		P	PUBLIC/QUASI PUBLIC
		TP	TIMBER PRODUCTION
		SPECIAL TREATMENT AREA	
		PLANNING AREA	
		CITY LIMITS	

Figure:
LU-1

City of Scotts Valley
General Plan
City-wide Land Use Plan

DISCLAIMER
THIS MAP WAS DEVELOPED PRIMARILY FOR THE GENERAL PLAN.
THE CITY IS NEITHER LIABLE NOR RESPONSIBLE FOR USE OF THIS
MAP BEYOND ITS INTENDED PURPOSES.





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General Plan Amendments to Land Use Map

The 1994 General Plan Land Use Map has been amended by the City Council to reflect the following changes in land use. The site #'s listed below correspond to the site numbers shown on the Attached Map #1:

Site #	Site Location	Land Use Changed From	Land Use Changed To
1	Scotts Valley Drive (Episcopal Church)	Commercial Service	Public/Quasi Public
2	Kings Village Drive (Transit Center/Park & Ride)	Commercial Shopping Center	Public/Quasi Public
3	Blue Bonnet Drive (Lutheran Church)	Commercial Service	Public/Quasi Public
4	Kings Village Drive (Post Office)	Commercial Service	Public/Quasi Public
5	Gateway South Specific Plan Area, Various Sites	Commercial Service and Low Density Residential, with a Special Treatment Area	Removed Special Treatment Area, Commercial Service and Various Residential Densities, See Attached Map for Gateway South
6	Scotts Valley Drive (Vacant, Old Quarry Site)	High Density Residential	Commercial Service
7	Lundy Lane (City Maintenance Yard and Treatment Plant)	Light Industrial	Public/Quasi Public
8	90 Lockhart Gulch Road (Mini-Storage Facility)	High Density Residential	Light Industrial and Open Space

Updated As of 12/99

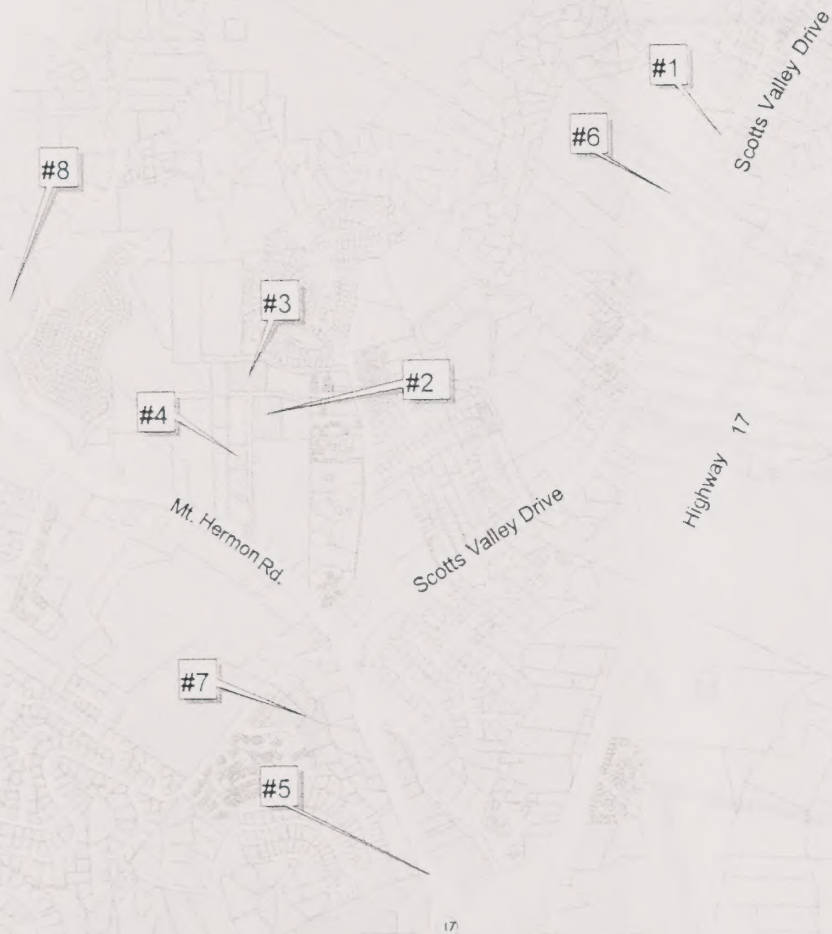
General Information on Land Use

The following information is provided for the purpose of general information only. It is not intended to be a substitute for a professional land use assessment or a detailed site-specific study. The information is based on the best available data and is subject to change without notice.

Map Sheet	Map Sheet	Map Sheet	Map Sheet
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
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53	54	55	56
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65	66	67	68
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85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

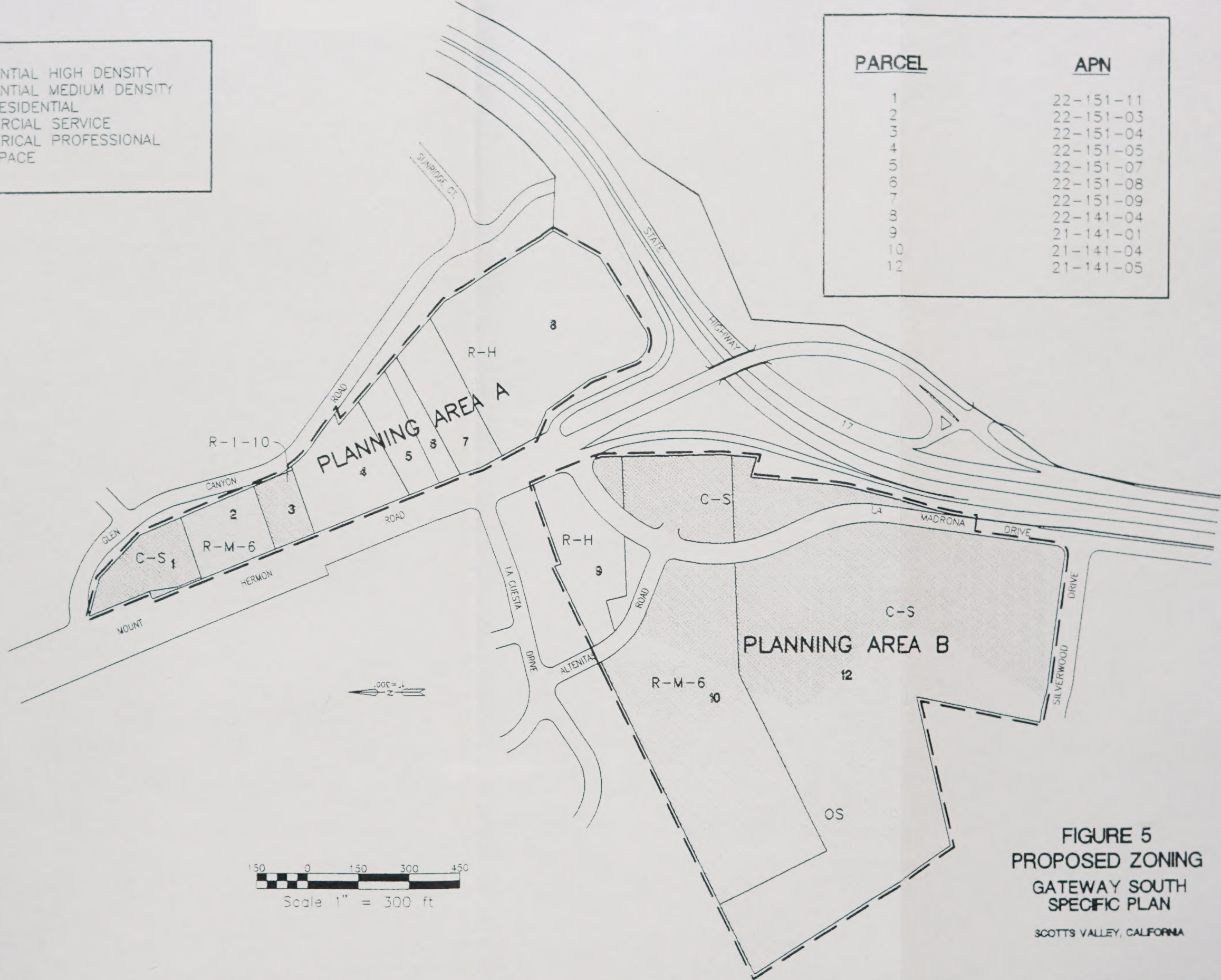
Page 1 of 1

General Plan Land Use Amendments



R-H	RESIDENTIAL HIGH DENSITY
R-M-6	RESIDENTIAL MEDIUM DENSITY
R-1-10	LOW RESIDENTIAL
C-S	COMMERCIAL SERVICE
C-P	COMMERCIAL PROFESSIONAL
OS	OPENSPACE

PARCEL	APN
1	22-151-11
2	22-151-03
3	22-151-04
4	22-151-05
5	22-151-07
6	22-151-08
7	22-151-09
8	22-141-04
9	21-141-01
10	21-141-04
12	21-141-05



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150 0 150 300 450
 Scale 1" = 300 ft

FIGURE 5
PROPOSED ZONING
GATEWAY SOUTH
SPECIFIC PLAN
 SCOTTS VALLEY, CALIFORNIA



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